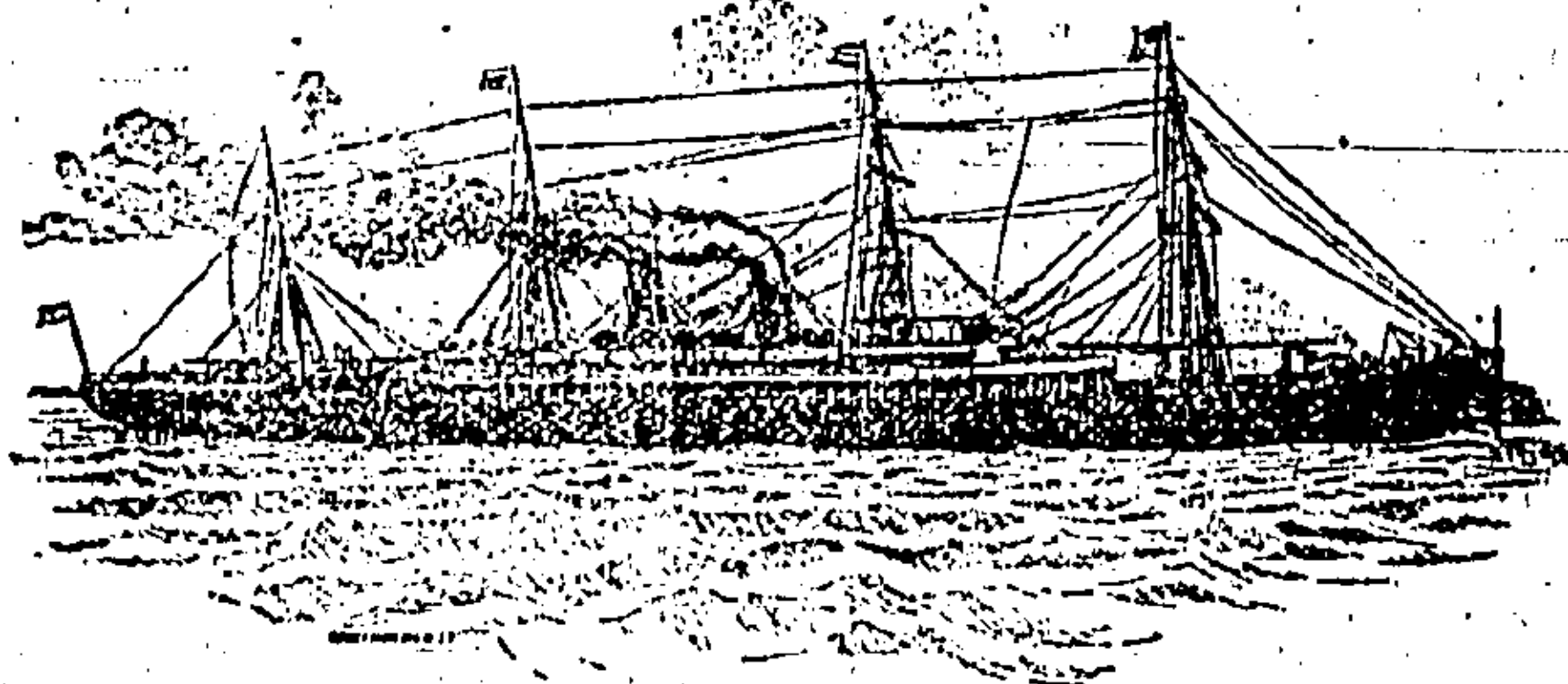






## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
IOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CITY OF PEKING"	SATURDAY, 22nd August, at Noon.
"DORIC"	TUESDAY, 1st September, at Noon.
"NIPPON MARU"	TUESDAY, 8th September, at Noon.
"SIDRA"	WEDNESDAY, 16th September, at Noon.
"COPTIC"	SATURDAY, 26th September, at Noon.
"AMERICA MARU"	SATURDAY, 3rd October, at Noon.
"KOREA"	TUESDAY, 13th October, at Noon.
"GALLIUM"	WEDNESDAY, 28th October, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The T.K.K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 14th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Is less than \$100 U.S. Gold (each shipment) when the value

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 4th August, 1903.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 26th August.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 23rd September.
"TARTAR"	4,425 "	WEDNESDAY, 7th October.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 21st October.
"ATHENIAN"	3,882 "	WEDNESDAY, 4th November.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 18th November.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 16th December.
"TARTAR"	4,425 "	WEDNESDAY, 30th December.

The magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Polder's Street.

Hongkong, 25th June, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

STEAMERS.	DESTINATIONS.	SAILING DATES.	
"ATHONIA"	HAVRE, ANTWERP, and HAMBURG.	29th August.	Freight.
"KONIGSBERG"	(Calling at SINGAPORE and COLOMBO).		
"MAY"	HAVRE, BREMEN and HAMBURG.	12th Sept.	Freight and Passengers.
"ANDALUSIA"	(Calling at SINGAPORE and PENANG).		
"VON DÖRRE"	HAVRE and HAMBURG.	23rd Sept.	Freight.
"ARESSINIA"	(Calling at SINGAPORE and COLOMBO).		
"FILLER"	HAVRE and HAMBURG.	7th October.	Freight.
"ARABIA"	(Calling at SINGAPORE and PENANG).		
"Babil"	NEW YORK	20th August.	Freight.
	VIA SUEZ CANAL.		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 12th August, 1903.

HONGKONG, CANTON, MACAO AND  
HONGKONG STEAMERS.  
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMSHIP CO., LTD. AND THE CHINA NAVIGATION  
COMPANY, LTD.HONGKONG-CANTON LINE.  
S.S. "HONAM" 2,363 tons, Captain H. D. Jones.  
"POWAN" 2,338 " " G. F. Harrison, P.N.R.  
"FATSHAN" 2,260 " " A. V. I. A. N.  
"HANKOW" 3,073 " " C. V. I. A. N.  
"KINSHAN" 2,860 " " J. J. Lassus.  
Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMSHIP CO., LTD.

HONGKONG-MACAO LINE.  
S.S. "HEUNGSHAN" 2,798 tons, Captain W. E. Clarke.  
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday  
Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,119 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMSHIP CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 569 tons, Captain R. D. Thomas.  
"SAINAM" 588 " " B. Branch.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMSHIP CO., LD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 4th August, 1903.

1357c

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.AMATEUR WORK GIVEN SPECIAL  
ATTENTION.FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.C. W. CLARK,  
No. 4, 108 HOUSE STREET,  
Between Queen's Road and Des Vaux Road.ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

## THEY HAVE ARRIVED

Do you know  
that HEINZ SWEET PICKLES are known  
throughout the world for their delicate aromatic  
flavor and distinctive virtues?THE MUTUAL STORES,  
25, Des Vaux Road Central.

Hongkong, 29th June, 1903.

1553c

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &amp;c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

11

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

11399c

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that  
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES.

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS.

KRUSE &amp; Co.,

CONNAUGHT HOUSE.

934c

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 20.5 ft. Time  
to pump out, 2 hours.THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.Tenders will be made up when required and the workmanship and material will be  
guaranteed.The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 508; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

1573c

## GO TO THE

## KOWLOON HOTEL,

FRANK F. JEWELL,  
Manager.J. W. OSBORNE,  
Proprietor.SHANGHAI AND HONGKONG DYEING  
AND CLEANING COMPANY,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

THE STATUTORY MEETING of the  
above Company will be held at the  
COMPANY'S OFFICE, No. 5, Victoria Buildings,  
on SATURDAY, 15th August, at NOON,  
G. C. MOXON,  
General Manager.

Hongkong, 11th August, 1903. 1966c

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY  
MEETING OF SHAREHOLDERS will  
be held in the OFFICES of the Company,  
Queens' Buildings, Connaught Road, on  
MONDAY, the 24th August, at 12 o'clock,  
NOON, for the purpose of receiving the Report  
of the Directors and the Statement of Accounts  
to the 30th June, 1903.The TRANSFER BOOKS of the Company  
will be CLOSED from the 10th to the 24th  
August, both days inclusive.By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.

Hongkong, 30th July, 1903. 1908c

HUMPHREYS ESTATE AND FINANCE  
COMPANY, LIMITED.NOTICE is hereby given that AN EXTRA-  
ORDINARY GENERAL MEETING  
of HUMPHREYS ESTATE AND FINANCE CO.,  
LIMITED, will be held at the COMPANY'S  
OFFICES, Nos. 38 and 40, Queen's Road Cen-  
tral, Victoria, Hongkong, on SATURDAY, the  
31st day of October, 1903, at NOON, when the  
SUBJOINED RESOLUTIONS will be pro-  
posed, viz:—1. That the Capital of the Company  
"be increased from \$1,000,000 (divided  
"into 100,000 shares of \$10 each) to  
"\$1,500,000 (divided into 150,000 shares  
"of \$10 each) by the issue of 50,000  
"new shares of \$10 each to be offered and  
"if accepted to be allotted to the present  
"shareholders of the Company at par in  
"the ratio and proportion of one new  
"share for every two old shares in the  
"Company held by the respective share-  
"holders thereof, the amount payable on  
"each of such new shares respectively to  
"be paid at such time or times and in such  
"manner as the Company by its General  
"Managers may hereafter determine."2. That Article No. 82 of the Articles  
of Association of the Company be can-  
celled and the following Article sub-  
stituted therefor:—  
"The remuneration of the General  
"Managers shall be \$4,000 per annum  
"(which shall cover office rent but  
"not salaries of Secretary and other  
"employees) and a commission of 5  
"per cent. of the net profits of the  
"Company for each year that such  
"profits amount to 7 per cent. of the  
"Capital of the Company."Should the above Resolutions be duly passed  
they will be submitted for confirmation as  
SPECIAL RESOLUTIONS to a SECOND  
EXTRAORDINARY GENERAL MEET-  
ING which will be subsequently convened.  
Dated this 24th day of July, 1903.JOHN D. HUMPHREYS & SON,  
General Managers.

931c

WANTED.

A BRITISH MALE TEACHER for a

Private School in Hongkong.

Apply to—"M.M." C/o this Paper. 1944c

Hongkong, 6th August, 1903.

DON'T BE LATE!!!

AMERICAN WATER MELONS!!!

Are now just in season and beat everything  
in the market. Come quickly or else the  
season will be over.CHING SHAN CHAN,  
Central Market.

Hongkong, 30th July, 1903. 1779c

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.NOTICE is hereby given that the OR-  
DINARY HALF-YEARLY MEET-  
ING of the SHAREHOLDERS in this  
Corporation will be held at the CITY HALL,  
Hongkong, on SATURDAY, the FIFTEENTH  
day of AUGUST next, at NOON, for the purpose  
of receiving the Report of the Court of  
Directors together with a Statement of Ac-  
counts to the 30th June, 1903.By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 22nd July, 1903. 1877c

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.NOTICE is hereby given that the RE-  
GISTERS of SHARES of the  
Corporation will be CLOSED from SATUR-  
DAY, the FIRST, to the FIFTEENTH day of  
AUGUST next (both days inclusive), during  
which Period no Transfer of Shares can be  
Registered.By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 22nd July, 1903. 1878c

## NIPPON YUSEN KAISHA.

MID-SUMMER EXCURSION TRIPS TO  
JAPAN AND BACK.THE NIPPON YUSEN KAISHA are  
prepared during the months of JULY  
and AUGUST to issue First Class Return  
Tickets from Hongkong to Yokohama and  
back for the Round Fare of Yen 98 payable in  
Local Currency. Return Tickets are avail-  
able for return up to the 31st October, 1903.Stop-over Privileges allowed at any way-  
point and between Moji and Kobe passengers  
have the Option of travelling by the Sanjo  
Railway.For Information as to Sailings, Steamers,  
&c., apply at the Company's Local Offices in  
Prince's Buildings, First Floor, Chater Road.T. S. TAKAYANAGI,  
Acting Manager.

Hongkong, 27th July, 1903. 1896c

HONGKONG ICE COMPANY,  
LIMITED.OWING to the Rise in Exchange, the  
PRICE of ICE will be REDUCED to  
ONE CENT AND A HALF per Pound from the  
11th AUGUST.WM. McMURRAY,  
Acting Manager.

Hongkong, 10th August, 1903. 1939c

## REDUCTION IN PRICES.

THE EXCHANGE having gone up of  
late, to give the benefit of the Rise to my  
Kind Customers and Patrons, I have decided  
to allow on all Cash and Credit Sales a  
Reduction of 5 per cent on my present Prices,  
commencing from the 1st AUGUST, 1903, and  
will continue to do so until the Exchange  
shall drop to 1s. 8d.H. RUTTONJEE,  
No. 5, D'Agular Street,  
or  
36 and 38, Elgin Road, Kowloon.

Hongkong, 10th August, 1903. 1962c

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. Net 15.00 per Cask ex  
Factory.In Bags of 250 lbs. Net 13.00 per Bag  
ex Factory.SHEWAN, TOMES  
General Manager.

Hongkong, 13th May, 1903.

## TUBORG BEER.

A FIRST CLASS PILSENER  
guaranteed free from Salicylates  
and any other Chemicals.  
PRICE \$10.50 per case of 48 bottles (qu  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—  
SIEMSEN & CO.

Hongkong, 10th January, 1903. 1595c



## TELEGRAMS.

(Reuters.)

**The Murder of a Russian Consul.**  
LONDON, 10th August.  
M. Mostowsky's murder has been arrested. The Viceroy and the Foreign Minister have called on the Russian Embassy and expressed their regret.

**The Near East.**

Hilmi Pasha, Inspector General of Reforms, reports that a large force of insurgents have massacred the whole of the inhabitants of several villages in the Cilicia district of Monaster and attacked others, taking many prisoners, some of whom they burnt alive.

LATER.

**Russia and Turkey.**

The Sultan has sent a personal telegram to the Tsar deploring the death of Mr. Mostowsky [or, Mostowski; R. T. Co., Ltd.]. The Tsar in reply has ordered the Ambassador at Constantinople to demand the immediate and exemplary punishment of the murderer, and of all Military and Civil Officers on whom the responsibility for the audacious crime falls.

(N. C. D. News.)

**A Holiday for Lord Milner.**

Lord Milner, High Commissioner for South Africa, is proceeding to England on leave.

**The Italian Budget.**

The Italian Financial Year ended on the 30th June shows a credit balance of sixty million lire (4,400,000).

**The Cunard Line and the State.**

The agreement between the Government and the Cunard Company, dated the 30th July, has been laid on the table of the House of Commons with a draft of the deed for securing the debenture stock. It will be published shortly.

**The Army and its Doctors.**

Mr. Bradrick stated that he hoped to announce next session that he had organised a civilian reserve medical staff for the army, formed from the higher class candidates now competing for army medical appointments.

**THE "PENROKESHIRE"**

IN DOCK.

We are requested by the Chief Manager of the Hongkong and Whampoa Dock Co., Ltd. (Mr. W. B. Dixon) to state that the public desirability of inspecting the s.s. *Penroeshire* in dock at Kowloon will be afforded every facility by the officials in doing so at any hour of the day. A representative of the *Hongkong Telegraph* went on board of the vessel this morning and found that the ship had been damaged to a very great extent. All the plates below water line are damaged, and the No. 1 hold and tank are entirely destroyed. The damage extends to about 110 feet from the fore part of the ship, which came down from Shanghai with twelve feet of water in her forehold. Eighty new shell plates, and about seventy to eighty new frames and a complete new stem will have to be fitted. All the floor and intercal plates will have to be dealt with. No. 1 tank and a few in No. 2. The bottom of No. 1 hold is completely smashed up and all the hold stanchions and tank tops are destroyed, while the deck will have to be replaced. Fifty feet from the stem the keel line has been forced up some four feet, and the sides stove in some six or eight feet. So serious is the damage that it is estimated it will take about three or four months, before the vessel can put out to sea again. Three to four hundred men are engaged upon the job night and day.

**SANITARY BOARD.**

A meeting of the Sanitary Board will be held to-morrow at 4.15 p.m.

ORDERS OF THE DAY.

Correspondence relative to the retention of the tanks, &c., in Second and Third Streets.

Mr. E. A. Hewitt, pursuant to notice, will ask—

Why is it that some of the members of the Sanitary Board were not notified that it was the intention of His Excellency the Governor to hand back to the Sanitary Board on the 3rd instant that section of the town in which for the last three months an important and interesting experiment in house cleansing and disinfecting has been carried out under His Excellency's supervision?

Why is it that in an important matter a portion of the Board was kept in entire ignorance of what was to take place and are dependent for their information with regard to the doings of the Sanitary Board upon the local press?

G. A. Woodcock, Secretary.

1. Application for a permit to use the basement of No. 147, Queen's Road Central as a kitchen.

2. Application for permission to erect 2 water closets and 5 urinals on R. B. L. 33.

3. Correspondence relative to the Sokonpo Market.

4. Correspondence relative to inserting an advertisement of notice of intention to lime-wash premises.

5. Application for permission to use the basement floor of No. 13, Lower Rutter Street for the preparation and storage of bean curd.

6. Application for a modification of the requirements of section 154 in respect of No. 15 Wa In Fong West.

7. Correspondence relative to the insanitary condition of the foreshore at Electric Light Station, Hung Hom.

8. Application for a licence to sell fish and pork in No. 15 Elgin Street, Tsim Sha Tsui.

9. Application for exemption from reducing the bridges of Nos. 21 Morrison Hill Road and 175, 177 Wanchai Road to a legal width of 36'.

10. Application for exemption from setting back the front wall 73 feet and from enlarging the bay window 8 feet in respect of No. 15 Mee Lun Lane.

11. Complaint as to the evidence of a smoke nuisance created by the chimney of a machine shop at No. 1 Kennedy Street.

12. Lime-washing Return for the fortnight ended Tuesday, July 21st, 1903.

13. Reports of the analysis of the public water supplies for the month of July, 1903.

14. Rat Return for the fortnight ended August 10th, 1903.

15. Mortality Statistics for this Colony for the week ended June 27th, 1903.

## HONGKONG AND WHAMPOA DOCK CO., LTD.

HALF-YEARLY REPORT.

The following is the Report of the Board of Directors of the Hongkong and Whampoa Dock Company, Limited, to the ordinary half-yearly meeting of shareholders to be held at the offices of the company, Queen's Buildings, Victoria, Hongkong, on Monday, the 24th inst., at 12 o'clock Noon—

To the shareholders of the Hongkong and Whampoa Dock Company, Limited,  
Gentlemen,—The directors have now to submit to you their report, with a statement of accounts for the half-year ended 30th June, 1903.

The net profit for the six months, after paying interest due and all charges, amounts to \$476,888.29 to which has to be added the balance brought forward from last account—

196,256.84  
\$673,145.13

and from this have to be deducted—  
Directors' fees \$10,000.00  
Auditors' fees 750.00

10,750.00  
\$662,395.13

The directors recommend that a dividend for the half-year of 12% or \$80,000 be paid to shareholders, that \$3,579.39 be written from the value of Kowloon Docks, \$1,724.04 from the Cosmopolitan Dock, that a marine insurance account to cover ordinary risks in tugs, launches, &c., be opened by placing \$9,750 to its credit, and that the balance \$14,203.77 be carried to the new account.

The removal of the machines from the old to the new engine works at Kowloon and their redistribution for the electric drive, has proceeded with rapidity and but little interruption of business. The old building is now cleared and being prepared and renovated as a central electric power station.

The new boilers for this station are made, the engines, dynamos, electric motors and condensing plant ordered, and are all deliverable before the end of this half-year. The old brass shop, which formed an annex of the old building, has been removed to a spacious upper floor in the new roof, the annex pulled down, giving a wider frontage to the main road.

The tug *Canton River* has fulfilled two short terms of charter, and also removed several thousand tons from the foreshore of Kowloon Dockyard.

The widening at the bottom of the entrance of the inner half of the Cosmopolitan Dock is nearly completed.

At Aberdeen the sea wall, having subsided, has been practically rebuilt.

C. P. CHATER, Chairman.

Hongkong, 10th August, 1903.

CAPITAL ACCOUNT.

Assets.  
June 30th, 1903.

To value of Aberdeen Docks as per last statement, \$109,000.00

Kowloon.  
Value of Kowloon Docks as per last statement, \$1,966,430.54

Less amount since written off, 75,000.00

1,891,430.54

Amount paid on account of removal of bill on the new extension, Kowloon M. L. No. 27, 1,915.65

Hire of dredger *Canton River* dredging fore-shore near ship-building Department, 3,825.43

Amount paid on account of two new houses for European foremen, 6,870.77

Amount paid on account of new fitting shop, 30,615.01

Amount paid completing office extension, 531.00

Amount paid completing conversion of spar shed into stores, 1,876.00

Amount paid on account of removing hill at back of new forge, 2,024.00

Amount paid on account of new electric installation, 713.00

Cost of additional sanitary fittings for No. 1 Dock, 1,736.00

Cost of machinery added to hydraulic and compressed air installations, 631.00

Cost of new machine tools for sawmill, 1,029.00

Cost of new machine tools for engine shop, 1,352.00

Cost of new machines for electric shop, 2,017.00

1,886,793.39

Cosmopolitan.  
Value of Cosmopolitan Dock, as per last statement, 315,797.70

Less amount since written off, 15,000.00

300,797.70

Amount paid completing four new houses for European foremen, 1,974.34

Value of tugs, driflers, launches and lighters, 429,006.00

Sundry debtors, 186,730.05

Value of material on hand, 1,574,329.29

\$4,479,416.77

LIABILITIES.  
June 30th, 1903.

By shareholders for 50,000 shares of \$50 each, fully paid up, \$2,500,000.00

Admiralty Loan, £20,000.00

Less repayments, 13,552.17

\$2,486,447.83

## By Sundry creditors.

Balance of profit brought forward from last account, \$196,256.84

Profit, 476,888.29

673,145.13

REVENUE ACCOUNT.  
June 30th, 1903.

To Interest, \$39,245.51

Crown rent, 3,662.05

Fire Insurance, 4,282.88

Office expenses salaries, stationery and rent of head office, 43,062.94

Drawing office expenses and salaries, 19,768.77

Telegrams, 2,032.03

Legal expenses, 310.00

Towage, 5,152.81

Profit, 476,888.29

\$593,785.17

January 1st to June 30th, 1903.

By Net earnings of the company's three establishments, \$574,611.22

Dredger, net earnings, 9,389.58

Balance contingent liability written back, 9,537.64

Bonus on insurance premium, 216.73

\$593,785.17

E. & C. E.  
Hongkong, 4th August, 1903.

W. B. DIXON, Chief Manager.  
THOS. ROSE, Secretary.

We have examined the books and vouchers of the company and hereby certify that the above statements are in accordance therewith.

H. U. JEFFREYS, Auditors.  
F. MAITLAND, Auditors.

THE FATAL ACCIDENT ON THE S.S. "CHIYUEN."

FURTHER PARTICULARS.

In our issue last evening we gave an account of a fatal accident on the China Merchants' steamship *Chiyuen*, but upon making further inquiries have ascertained that the information gleaned in the rush of going to press was not quite accurate in one or two details. It appears that the *Chiyuen*, which has been thoroughly overhauled and is practically new ship in every respect, left Shanghai on Thursday, the 6th inst., at 11 a.m., everything working well until about 2.40 p.m. when between the two lightships *Kiutun* and *Tungsha* on the edge of the Tungsha Bank. There it was that the high pressure link block carried away through heating seizing in the eye of the spindle. Mr. Matley Azevedo, junr, who was on watch at the time, and remained in that condition till about 7 p.m. when he died. Every attention was shown him by those on board, including a medical gentleman. Meanwhile Mr. Woods, the second engineer, had gone below, and in an attempt to disconnect the broken link block had three of his fingers crushed. The chief engineer, Mr. Roxburgh, then repaired the broken gear and fitted spare block, and Capt. C. Stewart headed back for Shanghai to land the deceased and send the second engineer to hospital. This having been done three other engineers were shipped and the steamer proceeded on her voyage South crossing the Woosung Bar at 10 p.m. on Friday, the 7th inst., and arriving in Hongkong at 5 p.m. yesterday. During the first part of the passage a strong gale and high head seas were experienced, but fine weather prevailed towards the termination of the voyage.

FRENCH MAIL IN A TYPHOON.

A passenger, who arrived by the M. M. s.s. *Tonkin* at Shanghai on the 2nd instant, thus describes the experience of the vessel in the typhoon through which she passed on the way up from Hongkong—

"One does not get into a typhoon every day of the week and so it may be worth while describing my experiences in one. When I left Hongkong, typhoon warning had been up the day before, with the cone pointed down, that meant the typhoon was within 30 miles of the colony. The next day, however, it was taken down, as the depression had passed.

The steamer I was on, the French mail *Tonkin*, left on the following night and all went well till the next afternoon when the wind commenced to show signs of increasing in force gradually, till by ten o'clock it had got to a hurricane of such power that it seemed impossible for any human machine to stand its terrific onslaught. Mr. Hugh Clifford, once in the *Westminster Gazette* gave a very graphic account of a 'whirligig' as he called it, describing how it seemed as if all the fiery demons of an inferno had been let loose. To most people who have travelled on sea the sound of the main holy dirge-like strain of the gale as it howls through the rigging is not unfamiliar, but on this occasion it varied.

The same writer, I remember, says: 'The shipmaster no longer fears the typhoon—he fences with it like the old fox when he hears the hounds. Certain fixed laws govern the whirligig which have been clearly defined.' With us there was no doubt a considerable amount of the fencing element, for more than once we were holed for hours and I understand on one occasion we were actually presenting a pair of heels to the 'terrible'.

This as may be, there can be no doubt that to pass through the vicissitudes of a typhoon is an experience one does not court a second time. Though with a good strong ship powerful enough to hold her own against the rushing mighty wind there is no danger, at the same time to anyone who has not passed through one before there is a feeling of relief once it becomes apparent the 'whirligig' has passed on in its course of madcap galloping chase.

The tension while it lasted could be felt and it was distinctly a relief to find oneself in the yellow water beyond reach of the clutches of the stormy fiend."—N. C. D. News.

MONS. Juppeaux, the French miner who was attacked by gang robbers, died at Kuala Lipis on the 3rd inst. Mr. Juppeaux, was an assistant engineer under the Societe des Etains de Kinta, and was probably prospecting in the neighbourhood of Teluk Beling, where the attack took place. He entered the service of the company in 1899 having previously been prospecting in Siam. It appears that on this trip he was offered, but refused the company of another European though he is believed to have had an Afghan orderly with him. The trip to Ulu Tembeling from Lipis takes six days boat. Kemaman is a part of Trengganu, and it is therefore possible that this outrage may lead to important political developments. In this connection it is interesting to note that Mr. Coates is shortly to visit Trengganu with a letter from the F. M. S. Government. It would appear, however, that the outrage was committed in Pahang as the injured man was making his way through Tembeling.

## MURDER AT SHAU-KI-WAN.

It is reported that a Chinaman named [name obscured] was found in a boat at Shau-ki-wan, and was later found in a boat at Shau-ki-wan and removed to the hospital.

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## A HOLY WAR MOUNTAIN.

The serious nature of the steadily approaching crisis in the Far East is evidently not apprehended by statesmen, or politicians, or the public at large. One reason for this inadequate realization of impending developments is the almost universal conviction that it is no part of a sagacious international policy to block the progress of Russia in Manchuria. It would certainly be the acme of fatuity to interfere with M. Witte's plans for the commercial, military, and religious Russification of that finest of all Chinese provinces. Being at this moment on American soil, I can vouch for the manifest determination of Roosevelt's Ministers to insist on the maintenance of the open door in Manchuria. Every American to whom I talk declares that Russia is to be made to understand that this condition will be laid down as a firm item of the diplomacy of the United States. But the monopoly of Manchuria by the great Slav Power is not only a fixed political object, but it is recognised as a valuable asset in modern civilisation.

There is a point in the Far East which is the cynosure of all Russian eyes. It marks the absolute limit that Russian aggression can attain. Beyond that point any encroachment will involve the assurance of war. The Russians and the Japanese both understand this alternative, and so do even the Chinese. No other nations appear to have reached any comprehension of the position.

Diplomatically, Japan contends that if she acquiesced to-day in the annexation of Manchuria, or even in the assimilation of the province—which is the prelude to annexation—she would be constrained to acquiesce to-morrow in the loss of all her influence in Korea. Japan will fight to the death for Korean independence. She does not covet the possession of the splendid mountain peninsula, but it is an axiom of her policy that no other Power shall appropriate it. Russia could at any moment win the sympathies of the whole Japanese nation for any and all of her other schemes if she would guarantee the safety of Korea. The Czar's bureaucrats might do just whatever they pleased with reference not only to Manchuria but to all China on that one condition. Japan has more than once obtained a full hold on Korea, and has given it up again without very great reluctance, but she has made the integrity of the peninsula her Monroe Doctrine. And of this Russian bureaucrats are fully aware. Nevertheless, they are never likely to indulge the prejudices of Japan on this vital point, notwithstanding the immense gain which would accrue to Russian policy from the friendship thus easily secured. The simplification of policy would not suit a statecraft which grows more and more tortuous. Lord Salisbury confessed himself amazed and baffled by the sophistry of Muraviev; and the contemporary methods of the St. Petersburg Chancellery are, to say the least, as Machiavellian as those of the last generation.

The great Northern Power, to the consternation of both Korea and Japan, has recently evinced a strong inclination to establish its outposts on the Korean side of the River Yalu at a place most admirably selected for commanding the mouth of that important stream. It was a few weeks ago, when all Japan was profoundly excited about the Manchurian question, that some sixty Russian soldiers, in uniform, left the Manchurian side of the Yalu and landed in civilian attire at Yongampho, on the Korean side. They said that they had a concession to cut wood for the Chinese Eastern Railway along the Yalu, but they immediately proceeded to fell timber on the holiest spot in all Korea, the sacred mountain of Pengma, to which their concession does not extend.

The Russians have acquired no right to cut wood on the sacred mountain. Why should they have gone needlessly out of their way to do so? For a very deep reason. The Koreans cherish an ancient tradition, according to which when once foreign axes shall have rung on Pengma all Korea will speedily fall before the invaders who wield them.

Pengma is a stately mountain. It stands superbly overlooking hill and valley, land and sea, river and forest. Here and there in its lovely groves are planted quaint old shrines, where indolent bonzes, or Buddhist monks dream away the years. Such of the white-coated natives as can summon up energy for the journey, impelled by the force of superstition, come periodically on pilgrimage from Seoul, Masampo, and other parts of the peninsula to enjoy what is in fact a religious picnic in the shadow of the holy mountain. Here they get an outlook across the border at the vast world beyond their own land. A Korean procession is a unique spectacle. It is usual to call the people of the Land of the Winged Tiger "white coats." In point of fact the universally-worn tunic is a very light blue tint, but this in the distance, under the glare of the sun, looks nearly white, and it comes out as pure white in the photograph.

The Russians have probably "made history" by their proceedings at Pengma. Not only have they felled timber on the sacred ground beyond their concession, but they have bought, in the name of two of their Korean employees, all the fifteen houses of which the hamlet of Yongampho consists, together with the thirty-seven acres of land attached to them, and have announced their intention to convert the village into a timber station. The Japanese were utterly taken aback by these steps, and were inclined for a time to look upon the whole scheme as a temporary diversion arranged by Russia with the object of withdrawing attention from Manchuria. They now realise that it is even more serious in a way than the occupation of Manchuria itself, for Yongampho, which was used by the Japanese troops as a landing-place on the occasion of their northern march through Korea, could be easily converted into an important harbour, commanding the mouth of the Yalu, and thus placing at

Russia's mercy the whole line of that river. It must not be inferred, however, that the place is being rapidly converted into another Port Arthur. All that the Russians have done so far is to collect some bricks and timber. Contrary to reports given out at first, they have not yet started to build anything, and all their preparations are on so small a scale that those not immediately concerned may doubt whether Russia will ever begin to build at all. But the Korean Government thinks otherwise, and will move heaven and earth to dislodge these unwelcome visitors.—P.M.G.

## Auctions.

## PUBLIC AUCTION

OF VALUABLE LEASEHOLD PROPERTY situated in ELGIN STREET, Victoria, Hongkong, IN 2 LOTS, on FRIDAY, the 14th August, 1903, at 3 P.M., at his AUCTION ROOMS, DUDDELL STREET, by MR. GEO. P. LAMBERT, Auctioneer.

LOT 1.—All that Piece of Ground registered in the Land Office as Section B of Sub-section No. 6 of Section A of Inland Lot No. 120 with the Messuage thereon, No. 25 Elgin Street. Annual Crown Rent \$2.50.

LOT 2.—All that Piece of Ground registered in the Land Office as Section C of Sub-section No. 6 of Section A of Inland Lot No. 120 with the Messuage thereon, No. 23 Elgin Street. Annual Crown Rent \$3.14.

The above Lots are held from the Crown for the Residue of the Term of 99 years.

For further Particulars, apply to EWENS & HARSTON, Vendor's Solicitors, or to MR. GEO. P. LAMBERT, Auctioneer.

Hongkong 7th August, 1903. [949e]

## PUBLIC AUCTION.

## BY ORDER OF THE MORTGAGEE

## OF VALUABLE LEASEHOLD PROPERTY

situate in QUEEN'S ROAD WEST, Victoria, Hongkong, at 12 o'clock NOON, at their AUCTION ROOMS, ICE HOUSE STREET, by Messrs. HUGHES & HOUGH, Auctioneers.

LOT 1.—All that Piece of Ground registered in the Land Office as Section of Inland Lot No. 800 with the Messuages thereon Nos. 386, 388 and 390, Queen's Road West. Annual Crown Rent \$31.00.

The above Property is held from the Crown for the Residue of the Term of 99 years.

For further Particulars, apply to EWENS & HARSTON, Solicitors, or to Messrs. HUGHES & HOUGH, Auctioneers.

Hongkong, 8th August, 1903. [952e]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION, on SATURDAY, the 15th August, 1903, at 12 o'clock Noon, at his SALES ROOMS, DUDDELL STREET, (FOR ACCOUNT OF THE CONCERNED), THE WRECK OF THE FRENCH STEAMER "PAUL DOUMER," with all her ANCHORS, CHAINS, GEAR, STORES, APPURTENANCES AND CARGO IN ONE LOT as she now lies about 13 miles due South of the White Rock and about 8 miles North East of Raleigh Rock.

TERMS:—Cash on the fall of hammer.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 11th August, 1903. [668e]

## GOVERNMENT NOTIFICATION.

## PARTICULARS AND CONDITIONS

of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of August, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of ONE LOT OF CROWN LAND, situated between Deep Bay and Ping Shan, New Territory, for a term of 75 Years.

## PARTICULARS OF THE LOT.

No. of Sale. Registry No. Locality. Boundary Measurements. Contents in Square Feet. Annual Rent. Upset Price.

1. Ping Shan New Territory. 70 70 70 70 4,000 8 08

Hongkong, 10th August, 1903. [957e]

## GOVERNMENT NOTIFICATION.

## PARTICULARS AND CONDITIONS

of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of August, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of ONE LOT OF CROWN LAND, situated between Deep Bay and Ping Shan, New Territory, for a term of 75 Years.

## PARTICULARS OF THE LOT.

No. of Sale. Registry No. Locality. Boundary Measurements. Contents in Square Feet. Annual Rent. Upset Price.

1. Ping Shan New Territory. 100 100 100 100 10,000 18 00

Hongkong, 10th August, 1903. [958e]

## Intimations.

## SANITARY BOARD.

## NOTICE.

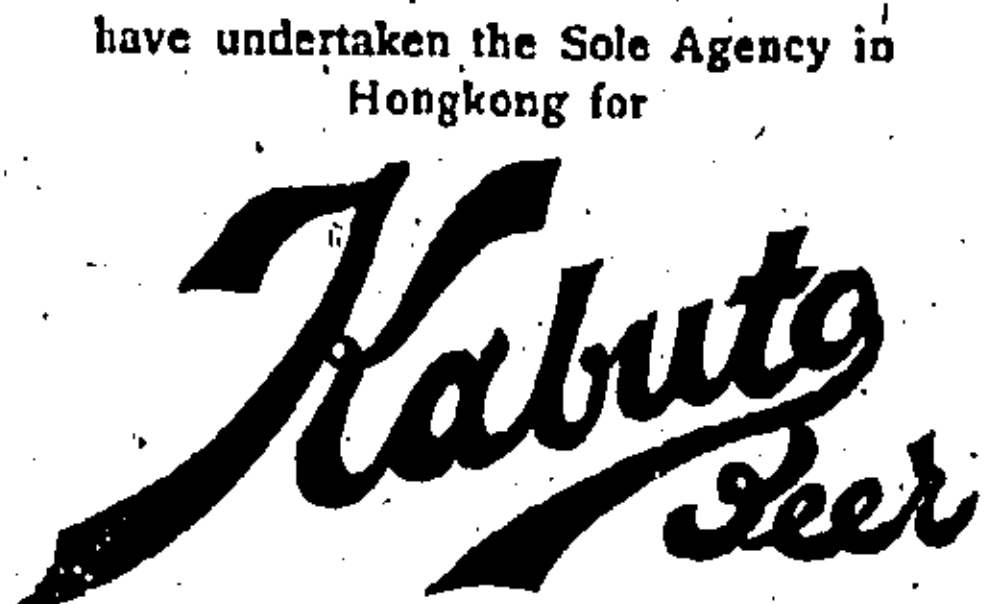
THE Board having found it necessary to institute summary proceedings against people using CHALK and WATER in lieu of LIME-WASH, owners of houses are hereby informed that CHALK and WATER cannot be accepted in lieu of LIME-WASH, but that there is no objection to colouring matter being added to the LIME-WASH.

By Order, C. A. WOODCOCK, Secretary.

Sanitary Board Room, Hongkong, 11th July, 1903. [846e]

## MACEWEN, FRICKEL &amp; CO.

have undertaken the Sole Agency in Hongkong for



A Pure LAGER BEER excellently Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pts. or \$2.00 per doz.

3, Duddell Street, Hongkong.

18th June, 1903. [650e]

## CHINESE AMERICAN COMMERCIAL COMPANY.

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903. [543e]

## THE ROBINSON PIANO Co., LTD.

PIANO CLEARANCE SALE.

MUST be sold to make Room for New Stock. 200 PIANOS now being manufactured in Europe and Hongkong for coming season. These Pianos will be of guaranteed quality and will be sold at exceptionally low prices.

RONISCH (Owner's Property) ... 400

SQUIRE (Owner's Property) ... 350

BORD (Owner's Property) ... 285

WERNER, UPRIGHT GRAND (Owner's Property) ... 450

KELLY (Owner's Property) ... 200

HOPKINSON ... 550 300

HORIZONTAL GRAND (Second-hand) ... 900 100

KRELL ... 800 450

NEEDHAM ... 800 450

ROBINSON PIANO CO., LD. 475 400

Do. 475 400

Do. 575 450

Do. 650 450

Do. 300 150

SELF PLAYER ... 900 150

RACHALS ... 750 400

And about 50 others at equally low prices for Cash or on the Hire Purchase system.

Will be stored until required if necessary.

Hongkong, 6th August, 1903. [419e]

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM WHISKY, &c.

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1904. [18e]

## TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 50, Queen's Road Central, Hongkong, 28th November, 1902. [1299e]

## Consignees.

## TO CONSIGNEES.

THE S. N. CO.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 6th August, 1903.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 14th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 11th August, 1903. [971e]

## FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"KONIGSBERG,"

Captain Mayer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 11th August, 1903. [967e]

## S.S. "CALEDONIAN."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. Adour and Malaga, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 10th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 17th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th instant, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 17th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 10th August, 1903. [1004e]

## NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"INABA MARU,"

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 18th instant will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 1st instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 11th August, 1903. [970e]

## DENTISTRY.

SUI SANG, (Lately Practising with Dr. MAKATA), DENTIST.

No. 26, Connaught Road Central, Hongkong, 6th February, 1903. [2e]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU.....	KOBE and YOKOHAMA.....	FRIDAY, 14th Aug., at Daylight.
W. Bainbridge.....	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	SATURDAY, 15th Aug., at 4 P.M.
KASUGA MARU.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 18th Aug., at Daylight.
W. S. Hunter.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SATURDAY, 22nd Aug., at Daylight.
IDZUMI MARU.....	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....	TUESDAY, 25th Aug., at 4 P.M.
M. Yagi.....	KOBE and YOKOHAMA.....	FRIDAY, 28th Aug., at Daylight.
HAKATA MARU.....	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....	TUESDAY, 8th Sept., at 4 P.M.
F. L. Sommer.....		
AKI MARU.....		
J. W. Ekstrand.....		
HITACHI MARU.....		
J. Campbell.....		
SHINANO MARU.....		
F. Thompson.....		

Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI, Acting Manager.

Hongkong, 11th August, 1903.

## To be Let.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice Houses, 4 Rooms, Bath Rooms, Out-houses and Verandahs. Only \$40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd.

Hongkong, 1st August, 1903. [919e]

## GODOWN TO LET.

NO. 155, PRAYA EAST, Spacious Two-storied Godown. Suitable for Yarn or Coal.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 10th July, 1903. [397e]

## TO LET.

HOUSES in LEIGHTON HILL ROAD.

FLATS in MORETON TERRACE, CAVERWAY BAY, facing the Polo Ground.

GODOWNS at BOWRINGTON, PRAYA EAST, No. 2, RYDON TERRACE in Flats.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 6th June, 1903. [209e]

## TOILET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST.

Apply to—

H. N. MODY, Victoria Buildings.

Hongkong, 2nd February, 1903. [1328d]

## TO LET.



## Intimations.

A. S. WATSON &amp; CO.,

WINE MERCHANTS.

ESTABLISHED 1841.

CLARETS.

ST. ESTEPHE	8.00	9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT	20.00	22.00
BRION LARRIVET	20.00	22.00
CHATEAU MOUTON	24.00	26.00
CHATEAU PONTET	28.00	—
CANET	28.00	—
CHATEAU LA TOUR	33.00	—
CARNET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	51.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON &amp; Co., LIMITED,

THE HONGKONG DISPENSARY.

TELEPHONE NO. 25.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE &amp; CO.,

祥利廣

17A, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE.

ELECTRO-PLATED, GLASS, and CHINA WARES. PASTEUR'S MICROBE-PROOF FILTERS, ROCHESTER LAMPS, WHITE TURKISH TOWELS, COUNTERPANES.

COOKING RANGES, KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING UNDERTAKEN for AMATEURS. GOOD WORK. PROMPT RETURN.

Hongkong, 8th July, 1902.

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. 1 Code.

Liebner's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

The Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 12, 1903.

## THE CHAMBER OF COMMERCE ELECTION.

The election of Mr. H. E. Pollock by the members of the Chamber of Commerce today to represent the Chamber on the Legislative Council during the absence on leave for one year of the Honourable R. Shewan, is contrary to the expectation that the representative of the Chamber on the local Legislative Assembly should, whenever possible, be preferably a gentleman closely identified with the shipping interest. Mr. Pollock was opposed by Mr. E. A. Hewett, a gentleman of whose ability and qualification to take a seat on the Legislative Council, it would be a seat of supererogation on which to expatiate.

Both the contestants for the honour of election as the representative of the commercial and shipping interests of the port have strong claims on public favour. When, however, it is remembered that practical knowledge and intimate acquaintance with shipping and trade matters should be the prerequisite in the member for the Chamber on the Council, Mr. Pollock's claims, however great though they be, must give way to those of the Superintendent of the P. & O. S. N. Co. The result of the election, therefore, with a majority of only nine votes in favour of Mr. Pollock as against 54 counted for his opponent, goes to show that his manifesto issued for general suffrage has been successfully put in a manner to captivate the good graces not alone of the commercial section of the Chamber but of the general interests of the Colony. A claim for the unsuccessful candidate was urged upon the electors very tersely yet none the less forcibly; but "an ounce of practical experience" has failed to outweigh "the ton of trained legal mind" in the case where balance is held in the hand of a constituency, with whom Mr. Pollock's address possesses peculiar charm in the present state of our local politics.

That the cubicle removal controversy has been the burning question of the day, since the discovery of the impracticability of the enforcement of the new law in its present form, there is no denying. And Mr. Pollock undoubtedly made much of the point to secure favour amongst the voters. He has succeeded, and the main point he put forth in pledge to his voters has partially been attained in so far as we were able to announce yesterday that the stay of proceedings in connection with the removal of cubicles in Chinese tenements has already been sanctioned by Government. It is curious that the retention of cubicles in Chinese dwellings should take precedence of all other matters in the estimation of a representative of the Chamber of Commerce. However that may be, the result of the voting points to one conclusion that the constitution of the Chamber does not necessarily show it to be a body entirely filled with shipping and commercial instincts.

THE German mail of the 9th July was delivered on the 10th inst.

EIGHT *yin* (4,000) of Hupeh troops started for Kwangsi on 29th July to suppress the rebels in that province.

One more chance to buy a Kodak for \$5; a good Kodak. LeMunyon, 31, Des Vaux Road.—*Advt.*

THE U. S. Consul-General and Mrs. M. McWade are staying at the Hongkong Hotel. Mrs. and Miss McWade have recently been residing at Macao.

Mail your films and Kodak orders to LeMunyon, P. O. B. 368.—*Advt.*

LOCAL AND GENERAL.

ONE thousand one hundred and forty tals of prepared opium was found in the master's cabin on board the s.s. *Helen Rickmers* without the necessary certificate this morning.

HIS Majesty has knighted the Rt. Hon. Horace Curzon Plunkett, Commissioner of the Congested Districts Board and Vice-President of the Irish Department of Agriculture, for his eminent services to Ireland.

A NATIVE woman was this morning sentenced by Mr. T. Sercombe Smith to pay \$100 or three months' imprisonment for having five tals of dross opium in her house at Sham-hu-po without the necessary permit. She went to prison.

BENJAMIN Cuspergerson, aged 51, who takes the title role in *Uncle Tom's Cabin*, surrendered to his bail and was committed for trial at West London Police-court the other day to answer the charge of cutting and wounding two brothers, William and Alfred Beany.

THE Pollard Comedy Company make their first appearance in a Hongkong theatre this evening when they stage the farce *Tom, Dick and Harry*. Arrangements have been made so that *Peaky* will be enabled to return by a late train, and those living at Kowloon will have the services of a late launch.

A CASE of plague is notified at the coolie quarters, Government Civil Hospital, while the body of a plague victim has been found at the junction of Mosque Street and Robinson Road. There have been 1,391 cases since the beginning of the year.

THE action brought by the Hongkong, Canton and Macao Steamboat Co., Ltd., against the Attorney General on behalf of the Government was continued at the Supreme Court this morning. As we have already reported the plaintiffs seek to obtain a declaration by the Court that the erection and maintenance of a certain wharf was a breach by the Government of an agreement and lease; and that the erection and maintenance of a substituted wharf was also a breach by the Government of a Crown lease. They also seek to obtain an injunction to restrain the Government from continuing the breach of the lease and from obstructing the plaintiffs' use of their wharf, and claimed damages for the breach, obstruction and injuries together with costs of the action.

Mr. E. H. St. John, (instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master) appeared for the plaintiff company, and the Attorney General (the Hon. Sir H. S. Berkeley) appeared for the Government. Crown Solicitor, represented the Government. Further arguments were heard, and His Lordship reserved judgment.

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Fresh Kodak film, plenty of them, at LeMunyon's, 31, Des Vaux Road.—*Advt.*

PROFESSOR W. A. Davis gave three conjuring performances at the Amoy Club Theatre last month.

ABOUT a hundred wreaths and floral mementoes were sent to the funeral of Mr. David Jackson.

IT is reported that the opening of the through passenger service between Vladivostok and Irkutsk across Manchuria has been postponed.

THE late King Alexander and Queen Draga of Serbia left debts at Vienna amounting to £16,000. The late Serbian Government, when asked for the money, offered to pay 20 per cent. The creditors refused to accept this sum, and will bring an action at law.

THE steam roller puffed and snorted to such an extent in front of the Supreme Court this morning that Mr. Justice Wigham sent an usher out to fetch a European constable to have the nuisance abated. The usher was unable to find one, and told the driver to stop, and business in the Supreme Court was proceeded with.

At the Shanghai Mixed Court a man was prosecuted at the instance of the S. S. P. C. A. for cruelty to a rat, by failing to let it board and exhibiting it. The man was arrested at 6.30 the previous morning, but the rat was brought into Court alive, still nailed to the board. The offender was sentenced to 200 blows and a fortnight's cage.

MESSRS. BANDING and Co., of Newchwang, have prepared new wharves and godowns, and have made the necessary arrangements with the Customs House to discharge steamers alongside and store the cargo, not only from Chinese ports, but also from Hongkong, Japan, etc. Operations commenced at current rates about the 20th of August.

WHILE the police were raiding a gambling den in Eastern Street, last night, one of the natives while escaping across to an adjoining house, fell to the ground, a distance of about 40 feet, and was killed. The police arrested nine who were playing *patience*, and at the Magistrate's court this morning one was fined \$50 and the remainder \$5 each.

Do your own developing without a dark room by using an Eastman developing machine. LeMunyon.—*Advt.*

It is reported that Shing Kung-pao has made a present to the Empress Dowager of two electric light installations for Ebo Park Palace and her Summer Palace at the Western Hunting Park. There are to be no less than 3,500 lamps of various sizes and power, as well as electric fans, for the Empress Dowager and Emperor's bedrooms and ordinary living rooms.

Transport of the 26th June says:—No definite date has been yet fixed for the conveyance of mails between this country and China by the Trans-Siberian Railway, and though Russia is doing everything possible to hasten matters forward, it is not expected that the new service will be inaugurated before 1905, when the line round Lake Baikal will be ready for traffic.

WHILE taking delivery of a quantity of rice yesterday, ex s.s. *Phara Ang* the tallyman discovered that four bags were missing. A native detective saw two men behaving suspiciously with some rice, and asked them where they had obtained it. They could not give any satisfactory explanation and so he arrested them. At the Magistrate's court this morning they were sentenced two months' hard labour.

By kind permission of Major Radcliffe and Officers of the band of the 33rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, to-morrow evening (weather permitting):—

March, "Mars des Vieux."  
Bourgeois, "La Lettre de Maitre."  
Sélection, "A Grelle Slave."  
Sélection, "The Merry Widow."  
Sélection, "Schubert's Melodies."  
Sélection, "The Merry Widow."  
Sélection, "The Merry Widow."  
Sélection, "The Merry Widow."

MANY Chinese labourers were recently arrested in the godown of Warner, Barnes and Co., on Leal Barraca, Manila, and put under \$50 gold bond each, because they wore insufficient clothing while handling cargoes. The local Times says that officers of the steamboat company are indignant and claim that there was nothing at all objectionable in the appearance of these men and that it was absurd to ask coolie or native labourers to be fully dressed while doing heavy work. They also state that the men arrested each wore more clothing alone than a dozen coolies in other oriental ports do, together, when they are at work.

THE following telegraphic information, dated 1st inst., has been received from the Sumatra Director and Manager of the Maatschappij tot Mijn-Bosch-en-Land-bouwenexploitatie in Langkat, Ld.:—

Daily aggregate output of Crude Petroleum 78,000 cases.  
Crude Petroleum in Tanks at date 150,000 cases.

Kerosene made since the date of the preceding half-monthly telegram 80,000 cases.  
Kerosene shipped since the date of the preceding half-monthly telegram 26,000 cases.  
Kerosene in Stock at Refinery at date 84,000 cases.

Framing, fancy and artistically done by LeMunyon, 31, Des Vaux Road.—*Advt.*

THE ACTION BY THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO.

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## MR. POLLOCK ELECTED TO THE LEGISLATIVE COUNCIL

AS REPRESENTING CHAMBER OF COMMERCE.

A largely attended special general meeting of members of the Hongkong General Chamber of Commerce was held in the Chamber Room at half-past three this afternoon for the purpose of nominating a member of that body to take the place in the Legislative Council of the Hon. R. Shewan, who has been granted a year's leave of absence. Notice in writing of the names of candidates, and of their proposers and seconders had to be lodged with the secretary at least 48 hours before the time appointed for holding the general meeting, and the names submitted were those of the chairman, Mr. E. A. Hewett, and Mr. H. E. Pollock, K.C., the former being proposed by Mr. J. H. Lewis and seconded by Mr. E. W. Mitchell, and the latter by Mr. D. R. Law (vice-chairman) and Mr. N. A. Siebs.

MR. POLLOCK'S ADDRESS.

Mr. Pollock appealed to the members of the Chamber for support, in the following address, which was circulated to the voters in the course of the day:—

To the members of the Hongkong General Chamber of Commerce.

Gentlemen,—In presenting myself as a candidate for the seat on the Legislative Council which has been rendered vacant by the temporary absence on leave of Mr. Robert Shewan, I would beg leave to submit for your favourable consideration one or two facts which, as I humbly venture to think, make my claims upon your support stronger than those of Mr. Hewett, well known and respected as he is in commercial circles. In the first place I would point out that my experience of this Colony and its needs and conditions extends over many more years than that of my opponent, inasmuch as I first arrived here in the spring of 1888. In fact, I think that I may safely claim that I have been a resident in this Colony for 15 years longer than he. In the second place I would draw special attention to the fact that the chief function of a member of the Legislative Council is to take part in and assist at the making of laws and to criticize and, if necessary, move amendments in any Ordinances, Bye-laws or Regulations which are brought forward by the Government. In connection with this last named subject, I think that I may not unreasonably ask to be preferred to Mr. Hewett inasmuch as, apart from my general legal knowledge, I acted for nearly three years in the post of Attorney General of this Colony, and thereby acquired an actual practical knowledge of the drafting of laws as well as of the procedure of the Legislative Council. As an illustration of the grave necessity which exists for a careful supervision of legislative measures I need only refer to the recent legal difficulties which have arisen in connection with the abolition of cubicles in Chinese family houses. In conclusion I would mention that I am in favour of the following measures:—

1. The amendment of Ordinance 1 of 1903 in such a way as to provide for the retention of a sufficient number of cubicles on each floor to meet the requirements of Chinese family life, whilst preserving the present window space and the present number of cubic feet per person.

2. The securing of greater promptitude in the carrying out of Public Works in this Colony.

3. The payment of Public Works by means of loans.

4. The formation of a Trust Fund for the sanitary improvement of this Colony and of the resumption of insurable properties out of the moneys derived from land sales instead of treating such moneys as annual income.

5. The suppression of piracy in the inland waters adjacent to this Colony.

6. The provision of facilities for recovering, through the Chinese Authorities, debts in respect of which judgment has been entered up in China against Chinese possessing property in China.

And lastly, I shall endeavour to promote to the best of my ability the furtherance of all legislation which has for its object the improvement and advancement of the commercial interests of this Colony, and, in this connection, I may add that I shall at all times look to the members of the Chamber for guidance in all matters which affect their interests and shall make it my chief aim to secure the adoption of their views by the Legislative Council.

A MANIFESTO FOR MR. HEWETT.

took the form of an *Express*, at once appealing and convincing to his constituency. Here is the brief message:—"An ounce of practical experience is worth a ton of trained legal mind, therefore vote for HEWETT."

THE PROCEEDINGS.

The Secretary, having read the notice convening the meeting, the Chairman read the usual letter from H. E. the Governor asking the Chamber to appoint a representative to the Council, and the letters nominating the candidates for the vacancy.

The Chairman then proposed that Messrs. T. P. Cockrane and J. Gosmann be appointed scrutineers.

The Vice-Chairman seconded the motion which was carried.

The Chairman having drawn the attention of members to the special rules regulating proceedings at meetings held for nomination of representatives of the Chamber on the Legislative Council, and explained the method of voting.

Mr. Law said, in proposing Mr. Pollock, K.C., as the Chamber's representative in the Legislative Council during Mr. Shewan's absence, he did so with every confidence, being sure that they could not make a better selection, and he trusted that they would share his views and give him their support. Without for a single moment desiring to detract from the undoubted capabilities in many ways of Mr. Hewett, he would just like to point out briefly in what respects Mr. Pollock had, in his opinion, many advantages to recommend him to their suffrages.

His long residence here, and his intimate knowledge of all public matters, combined with the fact that he had always taken a very keen interest in everything relating to the public good, rendered him peculiarly suitable for a seat in the Legislative Council. He may not be so well acquainted with commercial details as Mr. Hewett, but he ventured to suggest to them, considering Mr. Pollock's long acquaintance with business matters, brought under his observation professionally, he has a sufficiently accurate general knowledge of commercial methods to make it worth their while to secure his services. And when they came to consider his undoubted ability as a lawyer, coupled with his long service as Acting Attorney General, none of them could help admitting that therein he possessed a distinct advantage over his opponent, an advantage which he begged them to consider whether their own interests as well as those of the general community. They must remember that, in discussing the appointment of a representative, they had to consider the function of the Legislative Council. It exists principally, as they were all aware, for the making of laws, and who could be better able than Mr. Pollock, with his legally trained mind,

to protect and fight fearlessly for the interests committed to him to his care? He took it that they desired to secure the services of a representative who would voice their views in the Council of this Colony. If that be so, he could confidently appeal to them to support Mr. Pollock. He was willing to come to them at critical times and ask their advice on all matters that related to their interests, and urged them with all the power and ability that they so well know he possessed, to urge them not to be carried away by the cry "Let them have a business man; a shipping man to represent them." Let them choose the best man. He asked them to use their matured judgment in considering that important question, and support Mr. Pollock, the candidate who was most likely to serve their interests, and through his influence with the Government secure from time to time the legislation they consider desirable in the interests of the Colony. He would not detain them longer. He left the issue of the election confidently in their hands, resting judgment that they would exercise that sound judgment for which the business men of Hongkong are generally noted. (Applause.)

Mr. N. A. Siebs said he had much pleasure in seconding the proposal of Mr. Law.

Mr. J. H. Lewis, in proposing the nomination of Mr. Hewett, said they had listened with much interest to Mr. Law's very eloquent speech, and he quite agreed with what had been said regarding Mr. Pollock's qualification as a legal adviser. He maintained, however, that what they, as a commercial body, wanted was a representative in the Legislative Council who was a commercial man (hear, hear)—a man who was practically a merchant, and who was in continual and daily touch with merchants (hear, hear). They wanted the best man, and with all due deference to Mr. Pollock he did not think he (Mr. Pollock) would be the best man. They knew what Mr. Hewett could do. He was able and willing to take a great interest in his work, and if they elected him to represent them in the Council they would have a member fearless and able, and one who would advance their interests. (Applause.)

Mr. E. W. Mitchell seconded the nomination. He said he thought the members of the Chamber could congratulate themselves on having two such men as Mr. Pollock and Mr. Hewett willing to represent them on the Legislative Council. Both were able and energetic men, and he was sure, had the interests of the Colony at heart. The members were present to select one of those gentlemen, but he, himself, had no hesitation whatever in saying he would give his vote to Mr. Hewett, because as Mr. Lewis had remarked, they should have a commercial man to represent a commercial body. That was the first consideration. Mr. Hewett was not only very fully versed on the general questions affecting the Far East, but was also thoroughly acquainted with municipal work. In fact, he was of opinion that Mr. Hewett was an ideal man to represent the Chamber in the Legislative Council. At the last meeting he was elected to the Committee of the Chamber, and that Committee had elected him as their Chairman, and he urged the meeting to extend that confidence and elect him to the Legislative Council. (Applause.)

The Chairman said that if no other member desired to address the meeting he would call on Mr. Pollock.

There being no other supporters of the candidates.

Mr. Pollock, who rose amid applause, said that about three days after he was first informed that there was to be a vacancy in the Legislative Council for the Chamber of Commerce, owing to the approaching departure of Mr. Shewan from the Colony, he determined to put himself forward as a candidate for election, and he was very glad to be urged to do so by influential gentlemen representing their commercial and business interests. If it had not been for that fact he would not of his own initiative have done so. On that day he was met with news of a somewhat disquieting and discouraging character, because he was informed that for some two or three weeks past, at all events, gentlemen had been canvassing for Mr. Hewett, and that practically it was hopeless for him to stand as a member for the Chamber, as he was told that a large majority of their votes had been promised to Mr. Hewett. Even that did not discourage him; for, when he came to reflect upon the matter he was satisfied that, although certain gentlemen amongst them might not unreasonably have expressed themselves as willing to vote for Mr. Hewett, under the impression that he was the only candidate who was likely to come forward, he felt certain that when they heard that another candidate would be nominated they would carefully reconsider the matter and they would, as it was their bounden duty to do, weigh carefully the respective merits of each candidate. He felt certain that as gentlemen of business they would not hastily make up their minds upon a matter of such importance, but would go into the question of the capabilities of each candidate. He humbly submitted that, having regard to the fact that their representative in the Council was required to sit there in a legislative capacity that, on the whole, as he submitted in his manifesto, he was entitled to their suffrage. A somewhat humorous expression was issued at that stage "An ounce of practical experience is worth a ton of trained legal mind; therefore vote for Hewett." What was the principal experience, he asked, which they required from their representative on the Council? They required practical experience in the drafting of legislative measures, a knowledge of what was the intent and purpose of such measures, amendments, and alterations in the law as might be brought forward by the Government.

Mr. Lewis:—The legal mind of the Government.

The Chairman:—Order, please.

Mr. Pollock, proceeding, said that if Mr. Hewett claimed an ounce of practical experience in municipal matters he (the speaker) might fairly claim, owing to his having been Attorney General for nearly three years, to have a hundredweight of experience. In that respect he fairly claimed to weigh down the scale against his opponent.

Mr. Brown:—No.

Mr. Pollock:—Mr. Brown says "no." He has been a very active canvasser on behalf of Mr. Hewett. Continuing, he said, his friend had had an opportunity of addressing the meeting, and as he remarked, had canvassed very actively in Mr. Hewett's interests (hear, hear). He congratulated him upon his activity, but he thought the members would be able, by their votes, to discount that activity. It must be obvious to all of them, he said, that in so obvious a commercial experience was required, Mr. Hewett was superior to himself, but surely none of them would contend that in the event of any commercial matter coming up in the Council he would not be able to get some particulars and instructions from their Committee so as to enable him to fully discuss it in the Council (hear, hear). He would certainly consult the Committee, and would make use of their advice in the Council to further their interests (hear, hear). But how was it possible that Mr. Hewett could be supplied with the (practical) legal experience which he (the speaker) had? He submitted that it was impossible that he could be supplied with such legal experience as would enable him,

as often had to be done, on the spur of the moment, to speak on certain matters. Not the cleverest commercial man would pretend to be able to do so. He was sure that Sir Paul Chater would not claim to have the same practical experience with regard to legal matters as himself, although of course he had sat on the Council three or four times as long as he (the speaker) had. Mr. Pollock then left the matter in their hands simply asking the members without fear, favour or affection to give their vote to which of the two candidates they thought was most worthy of their suffrage (Applause).

Mr. Hewett said that in coming forward to offer himself as the representative of the Chamber of Commerce on the Legislative Council he did so in the belief that he was qualified to act in that capacity. His commercial training commenced 26 years ago, nearly 23 of which had been passed in a leading business centre lying between this Colony and Yokohama. He thought he had a very good knowledge of the trade of the Far East, and his ordinary business had placed him very thoroughly in touch with the home trade and the important interests in the Straits and in India. Having spent some seven years in Hongkong he had, during the last two years of his residence, been enabled to pick up the threads of the various interests in the Colony, and therefore he felt fully justified in offering himself as the representative of the Chamber. He concluded by observing that if they did him the honour of electing him he would do all in his power to further their interests as far as their relations with the Government were concerned. (Applause.)

The voting was then proceeded with.

THE RESULT.

The result of the ballot, which was conducted by the Chairman of the meeting at 4.35 p.m., is as follows:—

POLLOCK, 63 votes.

HEWETT, 54 votes.

The majority for Mr. Pollock is therefore of 9 votes. Mr. Pollock was accordingly declared elected amidst applause.

The Chairman intimated that the result of the proceedings would be communicated to His Excellency the Governor in due course.

Mr. Pollock having thanked his voters, the proceedings terminated.

THE SAVING OF THE "FUKAMI MARU."

ACTION IN THE SUPREME COURT.

On the 23rd June the Chief Justice had before him in the Supreme Court the case of *Shin Hing Fung Kung, re v. Tang Kow*, which was a counter-claim brought in connection with the sailing of the *Fukami Maru*. The original action was heard recently and given in favour of plaintiffs, but execution was stayed pending the hearing of the counter-claim. Legal points having been discussed his Lordship adjourned the case to allow the counter-claim and defence to be amended in several particulars, reserving the question of costs.

The further hearing of the case was proceeded with this morning. Mr. M. W. Slade, instructed by Mr. C. E. H. Davis, of Messrs. Wilkinson and Grist, appeared for Tang Kow, and Mr. T. Morgan Phillips, instructed by Mr. J. Hays, appeared for the defendant.

Master represented Han Fung Kung See, an engineer residing at Yau-nai, while plaintiffs are merchants and Californian goods dealers carrying on business at 24, Des Vaux Road.

On the 4th February, 1901, the defendant chartered from the plaintiffs the *lorcha Shin Hing* for a period of three months, at the rate of \$1,550 per month, payable in advance, to proceed on a voyage from Hongkong to Mindoro, an island in the Philippines



## Shipping.

**Arrivals.**  
 Arratoon Apar, Br. s.s., 2,931, Fey, 11th Aug.  
 Calcutta via Penang and Singapore 6th Aug. Gen.—D. S. & Co., Ltd.  
 Kailong, Br. s.s., 1,024, Pennefather, 11th Aug.  
 Hoilo 7th Aug. Sugar.—B. & S.  
 Aki Maru, Jap. s.s., 3,995, Ekstrand, 11th Aug.  
 Seattle, U.S.A. 11th July, and Shanghai 8th Aug. Mar. and Gen.—N. Y. K.  
 Pronio, Nor. s.s., 837, Seeberg, 11th Aug.  
 Cheloo 3rd Aug. Gen.—E. A. T. Co.  
 Chiyuen, Ch. s.s., 1,711, Stewart, 11th Aug.  
 Shanghai 7th Aug. Gen.—C. M. S. N. Co.  
 Aja, Br. s.s., 1,477, Hatt, 12th Aug.—Tacoma via Yokohama 10th July, Timber and Flour.—B. & S.  
 Hongkong, Fr. s.s., 747, Puzoni, 12th Aug.—Yamphong and Hoilow 11th Aug. Gen. and Pigs.—A. K. M.  
 Haitan, Br. s.s., 1,185, Roach, 12th Aug.—Fochow 9th Aug. Amoy 10th, and Swatow 11th Aug.—D. L. & Co.  
 Clara Jelen, Ger. s.s., 1,101, Bendixen, 12th Aug.—Hongkong and Hoilow 11th Aug. Pigs and Cows.—J. & Co.  
 Pleiades, Am. s.s., 2,932, Purinton, 12th Aug.—Manila 6th Aug. Gen.—D. & Co., Ltd.  
 Anping Maru, Jap. s.s., 1,053, Goto, 12th Aug.—Fochow and Swatow 10th Aug. Gen.—O. S. K.  
 Dagmar, Ger. s.s., 921, Gosewisch, 12th Aug.—Canton 12th Aug. Ballast.—M. & Co.

**Clearances at the Harbour Office.**

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## Steamers Expected.

Vessel	From	Agents	Due
Chusan	Singapore	P. & O. Co.	Aug. 13
Kasuga Maru	Nagasaki	N. Y. K.	Aug. 13
City of Peking	Manila	P. M. Co.	Aug. 13
Andalusia	Singapore	H. A. L.	Aug. 13
Glentworth	Singapore	McG. B. G.	Aug. 13
Lyra	Singapore	F. B. T. Co.	Aug. 15
M. Baquell	Japan	S. W. & Co.	Aug. 15
Emp. of India	Japan	C. P. R. Co.	Aug. 16
Changsha	Singapore	N. Y. K.	Aug. 16
Idzumi Maru	Singapore	S. & Co.	Aug. 17
Laisang	Singapore	M. & Co.	Aug. 17
Persia	Singapore	S. & Co.	Aug. 17
Bayern	Singapore	M. & Co.	Aug. 19
Doric	Japan	O. & O. Co.	Aug. 19
Lothian	San Francisco	M. Co.	Aug. 20
Indrasamba	Portland	P. & A. Co.	Sept.

## Shipping Reports.

**Str. Hongkong from Haiphong.**—Light S.W. wind, and fine weather throughout.

**Str. Chiyuen from Shanghai.**—Experienced a strong S.W. gale, and heavy sea from there to Breaker Point, thence light variable winds, and fine till arrival.

**Str. Kailong from Hoilo.**—Experienced light N.W. winds to Cabra Island, which was passed on the 8th inst. at 8.5 p.m., then light variable winds and calms to 116° meridian, thence light monsoon, and smooth sea till arrival.

**Str. Haitan from Fochow.**—From there to Amoy moderate to light S.W. winds, and fine clear weather; from Amoy to Swatow moderate S.W. wind to Ocken Island, thence light West wind, to port fine clear weather throughout; from there to Hongkong light S.W. wind, and fine clear weather. On the 6th inst. at Fochow the right hand semi-circle of a typhoon passed over the port, lowest Bar. 29.42.

## Vessels in Port.

**STEAMERS.**  
 Capri, Ital. s.s., 2,700, Belsito, 3rd Aug.—Bombay 17th July, and Singapore 28th, Gen.—C. & Co.  
 Claverhill, Br. s.s., 1,029, Selden, 11th Aug.—Cardiff 22nd June, Fuel.—Admiralty.  
 Crown of Arragon, Br. s.s., 1,500, Darwood, 20th July.—Moji 22nd July, Coal.—Gilman & Co.  
 Daigi Maru, Jap. s.s., 850, Groves, 11th Aug.—Tamsui 8th Aug. Gen.—O. S. K.  
 Devawongse, Ger. s.s., 1,057, Kimpel, 10th Aug.—Bangkok via Swatow 9th Aug. Rice.—B. & S.  
 Devonshire, Br. s.s., 1,001, Coull, 29th July.—Cardiff 13th June, and Port Said 28th, Coal.—Admiralty.  
 Ellen Rickmers, Ger. s.s., 997, Henrichsen, 10th Aug.—Swatow 9th Aug. Timber and Rice.—S. W. & Co.  
 Hoilow, Br. s.s., 509, Merlees, 10th Aug.—Pakhoi and Hoilow 9th Aug. Gen.—A. R. M.  
 Hongkong Maru, Jap. s.s., 3,447, Filmer, 5th Aug.—San Francisco 7th July, via Honolulu 14th, Yokohama 27th, Kobe 28th, Nagasaki 29th, and Shanghai 2nd Aug. Mail and Gen.—P. M. S. Co.  
 Inaba Maru, Jap. s.s., 3,834, Bainbridge, 11th Aug.—London via Singapore 5th Aug. Gen.—N. Y. K.  
 Ingalls, Am. s.s., 1,347, Harrison, 19th July.—Manila, P.I. via Mauban 7th July, Ballast.—Order.  
 Künigsberg, Ger. s.s., 3,135, Mayer, 11th Aug.—Singapore 5th Aug. Gen.—H. A. L.  
 Koun Maru, Jap. s.s., 1,789, Minamikawa, 8th Aug.—Kobe 4th Aug. Gen.—Chinese.  
 Laertes, Br. s.s., 1,340, Torbille, 11th Aug.—Singapore 5th Aug. Gen.—B. & S.  
 Mongkut, Ger. s.s., 859, Götsche, 10th Aug.—Bangkok 31st July, and Koh-si-chang 1st Aug. Rice and Teakwood.—B. & S.  
 Phranang, Ger. s.s., 1,021, Mangelsdorff, 7th Aug.—Bangkok 29th July, Rice.—B. & S.  
 Pompey, Am. s.s., 1,200, Range, 28th Aug.—Manila, P.I. 25th May, Ballast.—U. S. Government.  
 Prosper, Nor. s.s., 280, Kristiansen, 6th Aug.—Sagay 2nd Aug. Gen.—S. W. & Co.  
 Rohilla Maru, Jap. s.s., 2,399, Bishop, 11th Aug.—Manila 8th Aug. Gen.—T. K. K.  
 Rubi, Br. s.s., 1,611, Almond, 10th Aug.—Manila, P.I. 8th Aug. Gen.—S. T. & Co.  
 Sishan, Br. s.s., 845, Jones, 8th Aug.—Saigon 4th Aug. Rice.—B. & Co.  
 Sungking, Br. s.s., 1,021, Outerbridge, 11th Aug.—Manila 8th Aug. Gen.—B. & S.  
 Tachinow, Ger. s.s., 863, Schultzen, 8th Aug.—Bangkok 2nd Aug. Rice.—M. & Co.  
 Taitu, Ger. s.s., 1,063, Menzell, 20th Aug.—Mauritius via Singapore 14th June, Gen.—E. A. T. Co.  
 Teucer, Dut. s.s., 1,096, Lycett, 10th Aug.—Singapore 4th Aug. Gen.—B. & S.  
 Victoria, Swed. s.s., 984, Hermansson, 5th Aug.—Saigon 31st July, Rice.—E. A. T. Co.  
 Yuensang, Br. s.s., 1,128, Payne, 10th Aug.—Manila 7th Aug. Gen.—J. M. & Co.

## SAILING VESSELS.

**Boieldien, Fr. l.v., 1,043, Harong, 24th June.**  
 New York 15th Dec. Kerosene.—S. O. Co.  
 Columbia, Am. sch., 773, Sprague, 27th Mar.—B. & S.  
 Comet, Br. 4-masted b.q., 2,890, Davis, 4th Aug.—New York 9th Apr. Kerosene.—S. O. Co.

**Grosvenor, Br. b.q., 516, Boga, 14th June.**  
 Mauritius 16th Jan. Sugar.—A. & Co.  
 Helena Wyman, Am. b.q., 1,521, Vanhorn, 10th Aug.—Singapore 1st Aug. Ballast.—Master.  
 Pierre Anonine, Fr. b.q., 1,740, Relegnet, 1st Apr.—New York 31st Oct. Oil.—Order.  
 Vale of Doon, Sarawak b.q., 669, Pedersen, 27th July.—Rajang 11th July, Timber.—S. W. & Co.

**Ships Passed the Canal.**  
 Outward—21st July—Glentworth, Benader, Flinthire, Abyssinia, 21st July—Denmark, Achilles, Ping Suey, 27th July—Auchanarden, Socotra, 28th July—Sambha, Comeric, 1st Aug.—Bayern, Hittachi Maru, Glauco, Salatie, 5th Aug.—Onyia, Tiberghien, 8th Aug.—Idoneus, Decaloon, 12th Aug.  
 Inward—Famille, Regina, Zielen.  
 Homeward—24th July—Annam, 28th July—Kawachi Maru, 1st Aug.—Canton, 5th Aug.—Preston, 8th Aug. Hyson, 12th Aug.—Alcinous, E. nest Simons, Glenfarg, Survia, Arara.

**Arrivals at Home—21st July—Malacca, Oceania, Trinitas, China, 27th July—Sado Maru, Stuttgart, 1st Aug.—Segevia, 5th Aug.—Roon, Hennrich, 7th Aug.—Dombay, 8th Aug.—Antenor, Marburg, 12th Aug.—Strassburg.**

**Hongkong & Whampoa Dock Returns.**  
 U.S.A.T. Ingalls at Kowloon Dock.  
 Pembroke hire " " " "  
 Kaipan " " " "  
 H.M.S. Bramble " " " "  
 Tak Hing " " " "  
 Pleiades " " " "  
 Sishan " " " "  
 U.S.A.T. Sumner " Cosmopolitan  
 Yuensang " Aberdeen  
 Crown of Arragon " "

## Post Office.

**A Mail will close for—**  
 Canton—Per Hongkong, 13th inst., 9.30 A.M.  
 Nagasaki—Per Teucer, 13th inst., 11 A.M.  
 Swatow, Amoy and Tamsui—Per Dai Maru, 13th inst., 11 A.M.  
 Macao—Per Hongkong, 13th inst., 1.15 P.M.  
 Manila—Per Hongkong, 13th inst., 3 P.M.  
 Hoilow and Haiphong—Per Hoilow, 13th inst., 4 P.M.  
 Amoy and Shanghai—Per Tientsin, 13th inst., 4 P.M.  
 Canton—Per Powna, 13th inst., 5 P.M.  
 Macao—Per Wingchui, 13th inst., 5 P.M.  
 Nantao—Per Tai ee, 13th inst., 5 P.M.  
 Sanbu—Per Lee Wing, 13th inst., 5 P.M.  
 Kobe and Yokohama—Per Inaba Maru, 13th inst., 5 P.M.  
 Manila—Per Kohilla Maru, 14th inst., 9 A.M.  
 Swatow, Amoy and Fochow—Per Haitan, 14th inst., 10 A.M.  
 Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Hongkong Maru, 14th inst., 11 A.M.  
 Cheloo and Tientsin—Per Nanchang, 14th inst., 3 P.M.  
 Yokohama and Kobe—Per Konigsberg, 14th inst., 4 P.M.  
 Europe, &c., India, via Taitcorin—Per Bengal, 15th inst., 11 A.M.  
 Singapore, Penang and Bombay—Per Capri, 15th inst., 11.30 A.M.  
 Manila—Per Yuensang, 15th inst., 3 P.M.  
 Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per Kusuga Maru, 15th inst., 3 P.M.  
 Yokohama and Kobe—Per Persia, 18th inst., 4 P.M.  
 Singapore, Penang and Calcutta—Per Margus Boquehem, 19th inst., 10 A.M.  
 Europe, &c., India, via Taitcorin—Per Cebu, 19th inst., 11 A.M.  
 Cebu and Hoilo—Per Hunan, 20th inst., 3 P.M.  
 Manila, Hoilo and Cebu—Per Perla, 22nd inst., 9 A.M.  
 Europe, &c., India, via Taitcorin—Per Caledonia, 25th inst., 11 A.M.  
 Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Empire, 26th inst., 11 A.M.  
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of India, 26th inst., 11 A.M.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:

On the 12th at 11 a.m. The barometer has risen over E. Japan, and the E. coast of China; fallen over Formosa and the S.E. and S. coasts of China.

A depression, apparently of moderate intensity at present, lies to the S. of Meiao Sima (E. of Formosa).

It appears to be moving Westwards. Pressure remains high over S.W. Japan, and over the S. part of the China Sea.

Increasing winds from N. and N.E. in the Formosa Channel, moderate W. and S.W. winds in the China Sea.

Forecast:—W. winds, light or moderate; fair.

On date at 4 p.m. On date at 10 p.m.

Barometer 29.93 29.83  
 Temperature 81 85  
 Humidity 81 79  
 Rainfall 0.02

**CHINA COAST METEOROLOGICAL REGISTER.**  
 August 12th, 1903, a.m.

Bar. Th. Hu. Wind Wt.

Vladivostok 7 a.m. — — — —  
 Nemuro 6 a.m. 29.80 — — — —  
 Hakodate " 29.85 — — — —  
 Tokyo " 29.86 — — — —  
 Koshi " 29.87 — — — —  
 Nagasaki " 29.91 SE 2 — —  
 Kagoshima " 29.91 — — — —  
 Oshima " 29.88 — — — —  
 Naha " 29.89 SE 2 — —  
 Ishigakijima " 29.89 E 8 — —  
 Taihoku 5 a.m. 29.76 — — — —  
 Taichu " 29.76 — — — —  
 Tainan " 29.71 NW 6 — —  
 Koshun " 29.76 N 2 — —  
 Pescadores " 29.76 — — — —  
 Weihauiwei 9 a.m. 29.77 78 W 3 — —  
 Gutlaff " 29.87 87 SSW 2 — —  
 Sharp Peak " 29.78 83 SE 1 — —  
 Amoy 5.30 a.m. 29.81 84 79 W 1 c — —  
 Swatow " 29.81 — — — —  
 Canton " 29.83 91 — — — —  
 Hongkong 10 a.m. 29.85 84 79 WNW 1 c — —  
 Victoria Peak " 29.84 — — — —  
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 Roberts, Capt.  
 Robertson, O. L.  
 Rougan, E.  
 Sinclair, F. E.  
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 Young, L. C.

**KOWLOON.**  
 Broughall, L. Milne, Miss Gerty  
 Curran, Capt. D. J. Milne, George  
 Harman, J. O. B. Milne, Arthur C.  
 Jackson, Mrs. and child Selmuoch, Mr. R. H.  
 Milne, Miss Muriel Watters, Mrs.

**PEAK.**  
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 Martin, R.  
 McDermott, A. P. B.  
 McGowan, Mr. & Mrs. A.  
 Mitcheaux, Miss  
 Mitchell, Robert  
 Norimote, Miss C.  
 Ollis, Mr. and Mrs. F. B.  
 Ormiston, R.A., Major  
 Mrs. J. W.  
 Philpot, Leonard D.  
 Piper, Donald  
 Pollock, K. C. H. E.  
 Pratt, R.A., Major and  
 Mrs. H. A.  
 Pustan, A.  
 Reid, T. II.  
 Rumsey, R.M., Hon. R.  
 Ferrier, Col. and Mrs.  
 G. H.  
 Fuchs, A.  
 Gibson, Dr. Robert  
 Godard, Miss  
 Grant, C. C. Lindsay  
 Hamilton, Major A. B.  
 Hauser, Mr.  
 Hauser, Miss  
 Hibber, F.  
 Voot, R.T.R. Mr.  
 W. J. Baines  
 Jeffries, H. U.  
 Jones, Mr. and Mrs. P.  
 N. H.  
 Julian, F.  
 King, R. H.  
 Lossens, Mrs.

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 Mrs. F. W.  
 Gaskill, Mr. and Mrs. Lyons, Capt. and Mrs. F. O.  
 Harvey, Lieut. and Sisters (Gov. Civil Hospital)  
 Mrs. J. S.  
 Johnston, Mrs. and Wright Mr. and Mrs. child  
 Helms, W.

**SHANGHAI.**  
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 Baldwin, Mr. and Mrs.  
 Balfour, Miss  
 Barnett, Dr.  
 Beattie, Andrew  
 Behn, Geo.  
 Benson, A.P.D., Major  
 Berry, H. G.  
 Berkeley, H.  
 Bernard, R.  
 Brown, Col. L. F.  
 Bruin, V.  
 Brunse, George  
 Bunney, Major and Mrs.  
 J. W. and children  
 Chapman, Mr. & Mrs.  
 Chichester, Maj. A. A.  
 Deveson, Mr.  
 Ferrier, Col. and Mrs.  
 G. H.  
 Fuchs, A.  
 Gibson, Dr. Robert  
 Godard, Miss  
 Grant, C. C. Lindsay  
 Hamilton, Major A. B.  
 Hauser, Mr.  
 Hauser, Miss  
 Hibber, F.  
 Voot, R.T.R. Mr.  
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 Jones, Mr. and Mrs. P.  
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 Julian, F.  
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 Barnett, Dr.  
 Beattie, Andrew  
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 Berry, H. G.  
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